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OCS Study
MMS 90-0092

California, Oregon, and Washington Archaeological Resource Study

Volume VI: Appendices

Prepared under MMS Contract
14-35-0001-30439
by
Espey, Huston & Associates, Inc.
P.O. Box 519
Austin, Texas 78767

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APPENDIX A

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APPENDIX A

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APPENDIX B

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APPENDIX B

GENERAL

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APPENDIX C

NOTICE TO LESSEES AND OPERATORS OF FEDERAL OIL AND GAS LEASES IN THE OUTER CONTINENTAL SHELF, PACIFIC AREA

APPENDIX C

UNITED STATES DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
CONSERVATION DIVISION
WESTERN REGION
PACIFIC AREA

NOTICE TO LESSEES AND OPERATORS OF FEDERAL OIL AND GAS LEASES IN THE OUTER CONTINENTAL SHELF, PACIFIC AREA

NTL 77-3 March 1, 1977

MINIMUM CULTURAL SURVEY REQUIREMENTS OCS EXPLORATORY DRILLING

Executive Order No. 11593, Protection and Enhancement of the Cultural Environment, dated May 13, 1971, directed that necessary measures be taken to preserve all Federally-owned sites, structures, and objects of historical, architectural or archeological significance. This guideline will be effective as of the date of this notice and will apply to future operations on all areas considered for exploratory drilling, but the requirements shall be limited to areas in less than 394 feet (120 meters) of water.

In those areas determined by the Oil and Gas Supervisor (hereinafter referred to as the Supervisor) to include sites of potential cultural significance, as investigation shall be conducted to ensure that sites of cultural significance will not be adversely affected. This investigation shall be limited to those areas where the Supervisor has tangible evidence that cultural resources may exist and lessees in such areas will be notified of the need to conduct such an investigation prior to conducting exploratory operations. The primary means of investigation will consist of a high-resolution geophysical survey.

Cultural Resource Survey

1. When a cultural investigation is required in a leased area, or area sought for permit, the primary geophysical survey will utilize, but is not necessarily limited to, the following:

   Magnetometer - This tool will be required only when the probable cultural resources to be investigated are such that they may be detected by a magnetometer survey. When required, tuning and height of sensor above the sea floor shall be such as to obtain optimum sensitivity levels. In anomalous magnetic areas, where magnetometer data would be rendered invalid, this requirement may be waived by the Supervisor.

Dual Side-Scan Sonar - Information from shallow drilling hazards survey will be acceptable if coverage is adequate.

Water Depth Recorder and Acoustic Subbottom Profiler - Information from shallow drilling hazards survey will be acceptable if coverage is adequate.

2. Magnetometer surveys shall be run:

   a. To clear a specific site for exploratory drilling, an approximate area of one square mile centered on the site shall be surveyed. The basic grid shall consist of eleven parallel survey lines spaced 150 meters apart and five perpendicular tie-lines spaced 400 meters apart.

   b. To clear a lease block, the block shall be covered by survey lines spaced 150 meters apart in one direction and five perpendicular tie-lines spaced 1,000 meters apart.

3. Optional equipment and techniques, i.e., visual investigations, etc., may be required to delineate and confirm or negate the importance of anomalies for cultural preservation. Where evaluation confirms that a site may have archeological or historical value, as alternate location, as approved by the Supervisor, may be selected at a distance necessary to prevent disturbance of the site.

4. Navigation for the survey shall utilize state-of-the-art positioning systems with accuracy of ± 50 feet (1.525 meters) at 200 miles (322 kilometers). Navigational reference points should be such as to permit correlation with other surveys required for approval of the proposed operations.

General Guidelines

A marine archeologist is not required during all survey activities. A geophysicists shall be present to insure that the equipment is properly tuned and print-out data are accurate and of sufficient quality. The data shall be evaluated by the survey geophysicists to determine if any suggested anomalies warrant additional survey data. When anomalies that will be affected by operations cannot be explained by other available information, additional survey data and/or appraisal be a qualified marine archeologist may be required.

When an area has been designated as an area of cultural significance by an appropriate agency and the minimum survey indicates a site(s) of potential significance in the area of the proposed location, the operator will have three alternatives:

   a. Employ operational procedures to ensure the protection of the potential site(s) of significance.

   b. Adjust the location to avoid the site(s) of potential significance.

   c. Perform additional survey to define the potential site(s) of significance and/or present an appraisal by a qualified marine archeologist defining the site(s).

The Supervisor must be notified at least 72 hours prior to commencement of these surveys so that arrangements can be made for observation of field procedures if desired.

Survey Report Format

A narrative report shall be submitted summarizing survey instrumentation, procedures, ocean conditions, interpreting the results obtained, and evaluating the cultural significance of any anomalies revealed by the survey. The report shall be signed by the survey geophysicists (and/or a qualified marine archeologist when required as stipulated above).

The report shall include, but need not be restricted to, the following:

1. Map showing the survey area(s) in relation to the geographic area and indicating lease and block numbers.

2. Map(s) or survey areas(s) to include OCS lease number, block number and geographic area. Additional maps, or overlays, showing:

    a. Vessel track lines and navigational reference points with the appropriate Lambert Grid Zone X and Y coordinates and latitude-longitude reference points.

    b. Bathymetry with a contour interval of 20 feet (6 meters) or less.

3. Map(s) indicating the relationship of anomalies to the proposed drill site(s).

4. The side-scan sonar record, magnetic profile data, and subbottom profile data with an interpretation of the area at or near the proposed drill site(s).

5. Where additional survey, i.e., photo, television, diver observation, etc., was considered necessary, a general narrative summarizing this information shall be submitted. In all cases where an anomaly is encountered, the original of all survey data for the line(s) indicating the anomaly shall be submitted.

6. The assessment as to the possible existence of a cultural resource as outlined above.

Four copies of the cultural resource survey report shall be furnished by the lessee/operator to the Oil and Gas Supervisor, Pacific Area, U.S. Geological Survey. Where practicable, all maps should be on the same scale of sufficient size to correlate data and serve as a study tool for analyses. the total data obtained from the investigation shall be maintained by the operator and shall be available to the Supervisor upon request.

APPENDIX D

MARITIME RESOURCES QUESTIONNAIRE AND SUMMARY OF RESPONSES

APPENDIX D
Maritime Resources Questionnaire

As part of a Minerals Management Services study, Espey, Huston & Associates, Inc. is developing a list of organizations which contain resources pertaining to the maritime history of the West coast from Morro Bay, California to Vancouver, British Columbia. We would greatly appreciate it if you would take a moment to answer the following questions. Please return this questionnaire even if your collections do not contain any of the following types of material. Feel free to use the reverse of this page for any additional information.

Name of organization:

Do your collections contain the following types of material?

1) Photographs illustrating the maritime history of your area (i.e. photographs of ships in harbor, types of small craft used in your area, lighthouses, rescue services in action etc.) If so, what are the general date ranges of your collection?

2) Manuscripts, ship's logs or other types of archival data concerned with shipping in the area? If so, what are the date ranges?

3) Coastal charts or pilots rudders? If so, what are the date ranges?

4) Photographs or other documentation concerning shipwrecks? If so, what are the date ranges?

5) Collections of artifacts recovered from shipwrecks?

6) A list, index, or map of shipwrecks?

7) A library with primary or secondary sources concerning the maritime history of your area?

8) Does your organization publish a journal, newsletter or books about the history of your region? If available, we would greatly appreciate a bibliography of material published. Please notify me of any cost involved.

9) Name and telephone number of person filling out questionnaire, or someone that we can contact for further information.

MMS REQUEST FOR INFORMATION RESULTS

Possible Research Collections

I. California

Belvedere-Tiburon Landmarks Society, Belvedere-Tiburon

a. Photographs: 1880-1960. Mostly related to RR-Ferry Terminal in Tiburon 1884-1964.
b. Have restored the social saloon of the SS *China* (1866-1886) which was burned for scrap metal in the Tiburon Marine Crematory.

Bancroft Library
University of California, Berkeley

a. Photographs 18th century to 1930
b. Manuscripts etc - 17th cent. to WW II (Kaiser shipyards)
c. Charts - 18th-19th cent. (with microfilm and MS transcripts from Mexican/Spanish archives)
d. Shipwreck material - 19th cent.
e. Shipwreck index - yes (partial index, several maps, some in manuscript collections such as the Papers of George Davidson, U.S. surveyor of Pacific Coast 1850s.)

Berkeley Historical Society, Berkeley

a. Photographs: some photos of Berkeley waterfront, pre 1900.
b. Library with small amount of info on the Port of Berkeley.

Ferndale Museum, Inc., Ferndale

a. Photographs: 1870s-1900s
b. Manuscripts: 1880s - 1900s
c. Shipwreck material: 1880s - 1920s.
d. Limited artifact collection.

Fortuna Depot Museum, Fortuna

a. Photographs: a few pictures of ships
b. suggested contacting the Humboldt Bay Maritime Museum in Eureka.

Mendocino Historical Research, Inc., Mendocino

a. Photographs - 1860s, a few early 1900s
b. Some manuscripts
c. Some photos etc. of shipwrecks
d. Small collection of artifacts from China Trader *Frolic*, wrecked off Mendocino coast in 1850.
e. Have a list, index or map of shipwrecks

Colton Hall Museum of the City of Monterey, Monterey

a. Photographs: 1910-1950
b. Shipwreck info: 1910-1950.

Pardee Home Foundation, Oakland

a. Photographs
    1) Album on launching of USC *California*, 1904
    2) ca. 25 photos of ships in SF Bay area
        a) sailing ships, cruise ships ca. 1900-1950
b. One or two photos of a shipwreck, ca. 1880.; S.F.
c. Artifacts - binoculars from USS *Charleston*

Ventura County Maritime Museum, Oxnard

a. Photographs - 1890s to present
b. Coastal charts etc. - 1750 to present
c. List of shipwrecks - yes
d. Library
e. Official opening - summer of 1990

Contra Costa County Historical Society, Pleasant Hill

a. Photographs of ships in harbor, types of small craft, dating from 1800-1960s.
b. Manuscripts - a great deal on Port Costa in the 1800s, McNear's Wharf, McNear's logs, court cases, cargo and ships names, dates
c. Some coastal chart - 1800s - 1950s
d. Library with some books, many court cases.

Rio Vista Museum, Rio Vista

a. Photographs: Have small collection of Sacramento River Steamer photographs dating to 1910-1930.

California Museum of Photography
University of California, Riverside

a. Photographs of maritime history, 1880-1940
b. Photographs of shipwrecks, 1880 - 1940.

California State Archives, Sacramento

a. Manuscripts: Board of State Harbor Commissioners, Port of San Francisco, Wharf Books, 1863-1920, 550 vols., records of ship dockages and cargoes and fees paid.

California State Library, Sacramento

a. Photographs - late 19th through early 20th centuries
b. Manuscripts etc - 1846 to present
c. Shipwreck accounts - newspaper accounts from 1846 to present
d. Has library containing mostly secondary accounts of maritime history in the area. Primary accounts include newspaper collection.

e. Information on California can also be found in the "California Information File" (available on microfiche) which indexes early California newspapers, periodicals, biographies, manuscript collections etc. This microfiche has a category called "Vessels" which lists all vessels alphabetically by name. The "San Francisco Newspaper Index" has citations under the heading "Ships" and includes shipwrecks.

National Archives-Pacific Sierra Region, San Bruno

a. Photographs - Navy and merchant ships, ca. 1920s-30s.
b. Manuscripts - WPA Ship registry index, San Francisco, 1850-1940 (C-J Missing), Merchant ship logs, records of Collector of Customs, U.S. Coast Guard, U.S. Navy for Port of San Francisco, Navy records, Pearl Harbor. Dates ca.1880-1960.
c. Wreck Photographs - U.S. Coast Guard wreck reports ca. 1895-1905. WPA index of U.S. District Court, San Francisco Admiralty Cases, ca.1850-1945
d. Most maritime related records are for San Francisco; some records for Hawaii.

San Diego Maritime Museum, San Diego

a. Photographs - 1870-present
b. Manuscripts - 1890-present
c. Coastal charts - 1900 to present
d. Photographs or documentation concerning wrecks 1540 - present
e. Artifact 1880-1910
f. List of shipwrecks
g. Library

Treasure Island Museum, San Francisco

a. Photographs: Mostly 20th century
b. Library: Naval, 1813- present

Santa Barbara Historical Society, Santa Barbara

a. Photographs: 1870s - 1960s
b. Manuscripts: 1860-1900
c. Shipwreck info: 1870s - 1920s
d. Artifacts: small amount, late 1800s
e. Various lists, map which shows rough locations of wrecks
f. Library: Books, information file with articles

Santa Cruz County Historical Trust, Santa Cruz

a. Photographs - 1858-1989
b. Bills of lading, invoices to local merchants 1850-1890s
c. Photographs of shipwrecks - 1880s-1940s

d. Various lamps from shipwrecks
e. Archives badly damaged in earthquake. Material presently not available.

San Jose Historical Museum - Archives, San Jose
a. Photos of the Port of Alviso; ca. 1895-1920
b. A few descriptive manuscripts of the Port of Alviso

Vallejo Naval and Historical Museum, Vallejo
a. Photographs - 1850 to present
b. Manuscripts - 1850 to present
c. Charts - 1850 to present
d. Shipwreck documentation - 1850 to present
e. List, index or map of shipwrecks
f. Research library

II. Oregon

Clatsop County Historical Society, Astoria
a. Photographs
b. Shipwreck documentation
c. Artifacts from shipwrecks

Lane County Historical Museum, Eugene
a. Photographs: 1890-1920, photographs of the Siuslaw River area of the Oregon Coast (Lane County) including the lighthouse at Heceta; water transportation.
b. Manuscripts: Records of general merchandisers, William Kyle & Sons. 1887-1940. Business interests along the Oregon coast included a salmon cannery, the Florence Lumber Company, the three masted schooner *Bella*, and the bar tug *Robarts*.
c. Research library contains random info. on subject.

Suislaw Pioneer Museum, Florence
a. Photographs: Limited collection of small craft and lighthouses, 1880-1920.

Coos County Historical Society Museum, North Bend
a. Photographs: 1880s-1940s
b. Manuscripts: 1880s, Two volumes of *Record of Wreck Reports* 1870s - 1945.
c. Shipwreck documentation: 1905-1910.
d. Map of shipwrecks, hand drawn by bar pilot - 1880s - 1910s.
e. Library

Portland Archives and Records Center, Portland
a. Photographs: General collection 1870 - present. Riverfront photos may be included.

b. Manuscripts: Records of the Portland Docks Commission
c. Shipwreck: Only one wreck known - *Duc de Lorges* (1852).

Tillamook County Pioneer Museum, Tillamook
a. Photographs: 1870s to date
b. Shipwreck documentation: 1890s to 1920
c. Few artifacts, beeswax C14 dated 1500-1650.
d. Library

III. Washington

Greater Des Moines Historical Society, Des Moines
a. Photos of Pt. Roberts lighthouse, Maury Island, Puget Sound, "Mosquito Fleet", ferries, freighters
b. Pilot certificates dating to 1887
c. Coastal charts, not cataloged; some from 1948
d. 2 photos of 1926 lumber schooner aground
e. Have books on local boat types

Edmonds - South Snohomish County Historical Society, Edmonds
a. Museum has a marine room
b. Have photos of the area dating from about 1876
c. Manuscripts etc. from about 1900. Charts from Wilkes Expedition of 1841. Also Coast Survey charts and later Coast & Geodetic Survey Charts.
d. Documentation of shipwrecks from about 1780.

Ilwaco Heritage Museum, Ilwaco
a. Photographs: 1850s to present
b. Manuscripts: 1850s to present
c. Coastal charts: 1792 to present
d. Shipwreck documentation: 1792 to present
e. Have artifacts
f. Have list of shipwrecks

Lewis and Clark Interpretive Center, Ilwaco
a. Photographs: 1890s - 1940s. U.S. Lifesaving Service, Shipwrecks, Salmon fishing. 1860s to present, Lighthouse, Aids to Navigation.
b. Manuscripts: Lighthouse - Weather Station Letters and ledgers. 1890s to 1961.
c. Shipwreck Information: 1890s to 1940s
d. Collections contain artifacts
e. List: "The Columbia River Entrance" The Wrecks and a maritime History of its Development" (McBean - Astoria 1936)
f. Library, mostly secondary publications.

Clallam County Museum, Port Angeles

a. Photographs of military and civilian ships in harbor, sailing, steam, tugboats (1860-1940s)
b. Ferry schedules, newspaper clippings
c. Have a few photographs of shipwrecks dating to the 1900s - 1950.
d. Library with newspaper clippings and books

Jefferson County Historical Society Museum and Richard F. McCurdy Research Library, Port Townsend

a. Photographs: approx 700, indexed. 1880-1940
b. Manuscripts, logs, U.S. Customs Records. 1870-1940.
c. Coastal Chart - 1912, Coastal Survey - 1889, Pacific Coast 1901-1908.
d. Shipwrecks: Newspaper documentation c. 1890 - present. shipping reminiscences, 1864-1920.
e. Misc. artifacts
f. Research library maintains files on the maritime history of Jefferson County. Library located in the Jefferson County Historical Society Museum.

Marymoor Museum, Redmond

a. Photographs: of ferries that ran on Lake Washington between Seattle and Kirkland and Bellevue. Range from 1890-1940s.

Klondike Gold Rush National Historical Park, Seattle

a. Photographs - ca. 1896-1900
b. Some archival data - ca. 1896-1900

Historical Society of Seattle and King County, Seattle

a. Photographs: 1860s-1970s
b. Manuscripts
c. Shipwreck info
d. Journal: The Sea Chest - publication of the Puget Sound maritime Historical Society.

Puget Sound Maritime Historical Society, Seattle

a. Photographs - 1880-1965
b. Small collection of coastal charts 1920-1960
c. Shipwreck photographs - 1890-1950
d. Have a list, index or map of shipwrecks
e. Library - not cataloged

Fort Nisqually Historic Site, Metropolitan Park District of Tacoma, Tacoma

a. Photographs: Small collection of photographs, drawings of Hudson's Bay Company vessels of the mid 1800s.
b. Small amount of manuscripts.
c. Some artifacts
d. Small resource library concerning Hudson's Bay Company.

Sidney Museum and Arts Association, Port Orchard

a. Photographs of small passenger boats, freighters and tugs used in the local area from 1880 to 1940
b. Limited documentation of shipwrecks, 1920s to 1940s

Skagit County Historical Museum, La Conner

a. Photographs - 1880s to 1950s
b. Pioneer diaries on file may mention shipping events
c. Library with some primary and secondary sources pertaining to local maritime history
d. Attached list of publications, including Sternwheelers and the Skagit River (out of print)

Washington State Historical Society, Tacoma

a. Have many of the items listed, but collections are currently inaccessible due to remodeling.

Ezra Meeker Historical Society, Puyallup

a. One photograph of the U.S.S. *Ezra Meeker* (ca.1880s)
   1) Sold for scrap

Ft. Vancouver Historical Society
Clark County Historical Museum, Vancouver

a. Photographs - some
b. Some Hudson's Bay Company publications for 1825-1870

Vashon Maury Island Heritage Association, Vashon

a. Photographs - 1890-1930 and present day material

Bainbridge Island Historical Society, Winslow

a. Photographs: 1860-present
b. Manuscripts: steamboat and ferry schedules from ca.1910 - 1940.
c. Shipwrecks documentation: newspaper files, mostly uncataloged
d. Artifacts: one small collection from ca.1890s wreck

No Pertinent Information

I. California

Costa Mesa Historical Society, Costa Mesa

Historical Society of Centinela Valley, Los Angeles

Historical Society of Long Beach, Long Beach

Lompoc Valley Historical Society, Inc., Lompoc
a. South of area.

Sherman Library and Gardens, Corona del Mar
a. Outside of study area

Downey Historical Society, Downey

Lowie Museum of Anthropology
University of California at Berkeley
a. no archival material
b. have one chunk of wax recovered from shipwreck in Marin County

Marshall Gold Discovery State Historic Park, Coloma

Los Angeles City Historical Society, Los Angeles

Mill Valley Public Library, Mill Valley

Petaluma Museum

Carpintheria Valley Historical Society, Oxnard
a. Outside of study area

San Clemente Historical Society, San Clemente

Santa Clara County Historical Heritage Commission, San Jose

Santa Barbara Trust for Historic Preservation, Santa Barbara

Sourisseau Academy for California State and Local History, San Jose

Santa Monica Heritage Museum, Santa Monica

Ventura County Museum of History and Art, Ventura
a. Primarily materials pertaining to south of study area.

II. **Oregon**

Oregon State Library, Salem
- a. Have "very little info" in the files
- b. recommended books by Gibbs

III. **Washington**

The Coast Artillery Museum at Ft. Worden, Olympia
- a. Nothing of interest

Washington State Archives, Olympia
- a. Enclosed publication list for the Washington State Archives.

Kitsap County Historical Museum, Tacoma
- a. Focuses on Kitsap County which does not reach the Pacific.

Returned - Forwarding Order Expired

I. California

Southern California Branch
California Historical Society, Los Angeles

Cloverdale Historical Society, Cloverdale

Walnut Creek Historical Society, Walnut Creek

Piedmont Historical Society, Piedmont

Forest History Society, Inc., Santa Cruz

San Marcos Historical Society, San Marcos

Humboldt County Historical Society, Eureka

Bolinas Historical Society, Bolinas

Laguna Beach Historical Society, Laguna Beach

II. Oregon

Native American Research Center, Coos Bay

APPENDIX E

MMS SHIPWRECK DATABASE REFERENCE LIST

APPENDIX E

References 1 through 21 are from Pierson et al.'s (1987) MMS study of the southern California Planning Area. The lowest 826 map reference numbers (all those less than 1000) in the database are from Pierson's earlier study. A number of popularly published sources are included among these first 21 reference numbers, as are some more obscure references. For the most part, these sources were gleaned only for wrecks from the southern California area. The references listed below are those examined when compiling the database and historic site location maps for the present study. The numbers along the left-hand margin pick up where Pierson's numbering system left off. These numbers correspond to those found in the data source field of each database entry.

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36 Wheeler, E.D. and R.E. Kallman. 1986. Shipwrecks, smugglers and maritime mysteries. Pathfinder Publishing, Ventura.

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Pierson, L.J. 1980. A supplement to submerged historic site list in an archaeological literature survey and sensitivity zone mapping of the Southern California Bight, 2 volumes. Manuscript, Minerals Management Service, Pacific OCS Region, Los Angeles.

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61 National Maritime Initiative Shipwreck Database

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WRECK MAPS

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APPENDIX F

NEWSPAPERS OF THE STUDY AREA

best copy available

APPENDIX F

NEWSPAPERS OF THE STUDY REGION

Newspaper	City/County	Years	Library	Indexed (I) Vessels (V)	
ta Californian	San Francisco	1849-60+	Cal. State Libr.	I	V
e	Sacramento				
rkeleyan (The)	Berkeley	1874-1897	Bancroft Library	I	?
lifornian	San Francisco	1846-48	Cal. State Libr.	I	V
lifornia Star	San Francisco	1847-48	Cal. State Libr.	I	V
ll	San Francisco	1894-1913	Cal. State Libr.	I	V
ll-Bulletin	San Francisco				
rmel Pine Cone	Carmel	1915-date	Harrison Mem. Libr.	I	V
ronicle	San Francisco	1913-date	Cal. State Libr.	I	?
astal Post	Bolinas, CA				
os Bay Times					
ily Alta California	San Francisco				
ily Californian (The)	Alameda Co.	1897-1920	Bancroft Library	I	?
ily Evening Bulletin	San Francisco				
ily Humboldt Standard	Eureka				
ily Morning Call	San Francisco				
ily Record	Sacramento				
ily Times & Transcrpt	Oakland	1870-84	Oakland City Library	I	?
ily Union	Sacramento				
mocratic Herald	Eugene, OR	1860-1861	Lane Comm. College	I	?
mocratic Register	Eugene, OR	1862	Lane Comm. College	I	?
gene City Guard	Eugene, OR	1868-1876	Lane Comm. College	I	?
gene City Review	Eugene, OR	1862-1865	Lane Comm. College	I	?
miner	San Francisco	1913-1928	Cal. State Libr.	I	?
mboldt Times	Eureka				
str. Daily Herald	San Francisco				
ependent Journal	San Raphael				
ndocino Beacon	Mendocino				
nterey Peninsula Hrld	Monterey	1915-1970	Harrison Mem. Libr.	I	V
rning Oregonian	Portland	1850-1925	Ore. State Libr.	I	?
vs	San Francisco				
kland News	Oakland	1870-1884	Oakland City Library	I	?
gon Daily Journal	Portland	1902-1908	Ore. State Libr.	I	?

APPENDIX F

Newspaper	City/County	Years	Library	Indexed (I) Vessels (V)	
Oregonian	Portland	1850-date	Multnomah Co. Libr.	I	?
"		1850-1975	Univ. Ore. Libr., Eugene	I	?
"		1850-date	Ore. State Libr.	I	?
"		1850-1984	Eugene Public Libr.	I	V
Oregon Journal	Portland	1850-date	Multnomah Co. Libr.	I	?
"		1902-date	Ore. State Libr.	I	?
"		1920-1982	Eugene Public Libr.	I	V
Oregon Spectator	Oregon City	1846-1854	Ore. Hist. Soc.	I	?
"		1846-1854	Eugene Public Libr.	I	V
Oregon Statesman	Oregon City	1851-1866	Ore. Hist. Soc.	I	?
"		1850-1866	Eugene Public Libr.	I	V
Overland Monthly	San Francisco				
Pacific Appeal	San Francisco	1862-1880	Putnam Mem. Libr., San Marcos	I	?
Pacific Journal (The)	Eugene, OR	1858	Lane Comm. College	I	?
People's Press (The)	Eugene, OR	1859-1860	Lane Comm. College	I	?
Pioneer Democrat (The)		1858-date	Univ. Wash. Libr.	I	?
Placer Times	Sacramento				
Port Angeles Daily Ldr	Clallam Co.	1915-?	Wash. State Libr.	I	?
Port of Umpqua Courier					
Post-Intelligencier	Seattle	1864-date	Seattle Public Lib.	I	V
Progress	San Francisco				
Seattle Press-Times	King Co.	1891-1985	Seattle Public Lib.	I	V
Seattle Star	King Co.	1899-1947	Seattle Public Lib.	I	V
Seattle Times	King Co.	1895-date	Seattle Public Lib.	I	V
Spokane Daily Chronicle	Spokane	1890-date	E.Wa. St. Hist.Soc.	I	?
Spokesman Review	Spokane	1890-date	E.Wa. St. Hist.Soc.	I	?
"		-1920	Spokane Public Lib.	I	?
Tacoma papers (misc.)	Pierce Co.	1900+	Tacoma Public Libr.	I	?
Transcript	Sacramento				
Tribune	Pacifica				
Washington Standard		1858-date	Univ. Wash. Libr.	I	?
Weekly Humboldt Times	Eureka				
Weekly Times-Telephone	Eureka				
West Coast Signal	San Francisco				

APPENDIX G

SHIPWRECKS DATABASE FIELDS, CODES AND STANDARD ABBREVIATIONS

APPENDIX G

Shipwreck Database Structure

Thirty-five data fields are included within the shipwreck database. A list of these fields, as well as standard codes, abbreviations and spellings used throughout the database, is included in Appendix D. All fields in the database have been edited for consistency to ensure that file searches and statistical runs do not exclude any records.

Map Reference Numbers

Map reference numbers are intended to be unique to each vessel. The map reference numbers key the database listings to the large-scale Historic Site Location Maps (OCS Atlas). The reference number corresponding to a particular marine casualty is illustrated on the map at the approximate location of the wreck. The small-scale Historic Site Location Maps (Volume V) are not keyed to the database, and thus lack map reference numbers.

Many wrecked vessels were either refloated and placed back into service or were towed away for salvage. During the course of research, numerous vessels were encountered that were repeatedly wrecked, refloated and repaired. The locations at which vessels are wrecked but refloated or otherwise removed contribute to our understanding of high-probability zones for the occurrence of shipwrecks, and thus are useful to our study. Such a location could be thought of as the site of a wreck incident, but it should not be confused with an archaeological wreck site. The latter is defined for the purposes of this study as a geographic location containing the archaeological remains of a wrecked craft, be it a watercraft or an aircraft, and/or its cargo. It is only the archaeological remains of a vessel and/or its contents at a wreck site that could be considered potentially eligible for the NRHP and, thus, would require management as a cultural resource by MMS.

When the same vessel is known to have wrecked at more than one geographic location, it is represented by the same map reference number at each mapped location. The locations from which wrecked vessels are known to have been removed are indicated on the large-scale maps by a single asterisk (*) following the map reference number. In such cases, an asterisk should also be found immediately following the map reference number in the database.

There are a number of records in the database that refer to wrecks located outside of the study area, either in Puget Sound, in inland rivers, or south of the study area. In instances where the location is known to be outside of the study area, this has been indicated in the database by a double asterisk (**) following the map reference number.

Accuracy Codes

The accuracy of a mapped location is indicated in the database and on the large-scale wreck location maps by a letter code ranging from A through E. The accuracy of a wreck location must generally be surmised from a verbal description of the location. For example, ships are frequently reported as lost "off" of a particular bar or "at" the mouth of a river. Occasionally more

specific landmarks are mentioned, such as well-known rocks, or even a wharf number or street address on a waterfront.

The criteria used by EH&A in assigning accuracy codes, described below, are unavoidably subjective. The distances corresponding to each letter code were specified by MMS. The interpretations of these distances, described below, were arrived at by examining the mapped dimensions of geographic landmarks mentioned in historic accounts of wreck locations.

A Exact position of a wreck known. While the exact location might be assumed from certain historic accounts, landforms change significantly with time. Only those wrecks that have been archaeologically verified are assigned this level of accuracy.

B Within 100 yards. Precise verbal descriptions that include distance, in yards, feet or similarly small unit, and direction from a permanent landmark that would be identifiable today. This would include wharf numbers, street addresses and extant lighthouses. Most latitude/longitude positions for charted "Unknown" wrecks in the USGS Automated Wreck and Obstruction Information System (AWOIS) database have this level of accuracy.

C Within 1 nautical mile. Wrecks that occurred "on" or "at" a point, "on" a bar, or a specified distance (generally greater than 0.5 mile but less than 10 miles) from a stable landmark were generally assigned this level of accuracy. If a wreck occurred "on" or "at" any shifting natural feature, such as a bar or spit, or a manmade feature that could not likely be precisely relocated, it was generally assigned this accuracy level. AWOIS latitude/longitude positions originating from other than NOS surveys often have this level of accuracy.

D Within 10 nautical miles. Wrecks that occurred "off" of a point, or "near" the mouth of a river were generally assigned this level of accuracy. AWOIS latitude/longitude positions for most historic wrecks have this level of accuracy, especially if the position has been scaled from a popularly published chart.

E Undetermined accuracy. This accuracy level applies to most wrecks that do not appear on the Historic Site Location Maps (due to inadequate locational data), as well as to many mapped wrecks. For example, if a vessel was said to be lost "in San Francisco Bay", but no other information is known, the wreck cannot be located within a specific radius of 10 miles; therefore, it has an undetermined level of accuracy. Likewise, if a vessel is "lost off of Cape Flattery,"

or another similarly large landform, there is no clue as to how far offshore or in what direction the vessel was wrecked, thus the position accuracy is undetermined.

Multiple-Name Listings

Different sources often give conflicting details regarding the same wreck incident, including such things as the spelling of vessel names, dates, locations and types of vessels. Many of these discrepancies were preserved, when the various computerized databases were merged for this study, if the computer could not find a precise match for a particular record. As a result, there are 18 examples of multiple records pertaining to the same vessel or to the same wreck incident.

As discussed above, when multiple records have been found to pertain to the same wreck incident, they have been assigned the same map reference number. When multiple listings of what appear to be the same vessel are encountered, the correct details often can only be determined by referring to primary historic sources. When the appropriate primary source was not readily available, secondary sources were compared in an attempt to correct discrepancies in the database. If slight variations in spelling occur in the literature, the most commonly used spelling has been retained as the correct one, unless otherwise suggested by evidence from reliable sources. Alternate names for a single vessel are listed as a separate record in the database but with the same map reference number. Such multiple-name listings are cross-referenced to other versions of the vessel name by including alternate names in parentheses after the vessel name. Specific details regarding a wreck incident are usually listed under the name use for the vessel at the time of the wreck. Unique map reference numbers have been assigned to similar records in instances where sufficient details are unavailable to determine whether the records refer to the same or to different wreck incidents.

Summary Field

Even with 35 data fields, historic sources contain a variety of pertinent information that does not easily translate into a coded format. The most common example is specific locational information, such as, "on the beach so many yards north of such and such." The summary field is a dBase memo field provided to hold information of this nature. The summary field might contain any pertinent information encountered during research that does not readily fit into one of the other fields. A major drawback to the summary field is that information placed there cannot be indexed, sorted or searched due to the nature of dBase III+ and to inconsistencies in the types of information entered there for each record. A computer-based Geographic Information System would be the ideal means of storing and organizing locational information.

Definition of Shipwreck Database Elements

	DBase III Field Name	Data Type	Field Length	General Definition
1.	Map_Refno	Char	7	Reference number which is assigned to a wreck and is unique to that vessel
2.	Vesel_Name	Char	45	Name of vessel
3.	Nationality	Char	5	Country where built
4.	Date_Bltyr	Char	4	Year vessel was launched
5.	Date_Bltmt	Char	2	Month vessel was launched
6.	Date_Bltdy	Char	2	Day vessel was launched
7.	Date_Lstyr	Char	4	Year vessel was lost
8.	Date_Lstmt	Char	2	Month vessel was lost
9.	Date_Lstdy	Char	2	Day vessel was lost
10.	Vesel_Type	Char	45	Type of vessel (including aircraft) such as freighter, schooner, etc.
11.	Tonage	Char	5	Capacity of vessel in metric tons
12.	Lost_Lat	Char	6	Latitude position of loss
13.	Lost_Long	Char	7	Longitude position of loss
14.	County	Char	20	Land segment adjacent to point of loss
15.	Lost_Depth	Char	5	Dept of water in meters at point of loss
16.	Loc_Accury	Char	1	Accuracy of the wreck location
17.	Cul_Resorc	Char	1	Whether vessel is eligible for listing in the National Register
18.	Plan_Area	Char	6	Subdivision of the OCS used or considering to be offered for lease

	Dbase III Field Name	Data Type	Field Length	General Definition
19.	Prot_Diagm	Char	10	Official OCS Leasing map, each of which has a unique alphanumeric number. They contain a grid system based on either UTM or state plan coordinates and number blocks
20.	Lease_Num1	Char	6	Current assigned number of the lease issued for a leased block
21.	Lease_Num2	Char	6	Previously assigned number to a particular block
22.	Salvage	Char	1	Refers to salvage history of vessel and cargo
23.	Preservatn	Char	1	Potential of a site to provide useful information
24.	Data_Sorc1	Char	4	Sources of information
25.	Data_Sorc2	Char	4	Sources of information
26.	Data_Sorc3	Char	4	Sources of information
27.	Data_Sorc4	Char	4	Sources of information
28.	Data_Sorc5	Char	4	Sources of information
29.	Summary	Memo	10	Memo field to include additional information pertinent to the vessel. 4000 characters may be entered.
30.	Wreck_Verf	Char	1	The wreck has received physical hands-on vertification (T=has received hands-on vertification).
31.	NMI_DBase	Char	1	Site listed in NMI database: This wreck is also included in the National Maritime Initiative database (T=is listed in NMI database).

STANDARD CODES AND ABBREVIATIONS

Vessel Nationality Codes (Field No. 3)

AF	- Africa	IT	- Italy
BA	- Bermuda	JA	- Japan
BH	- Bahama	JM	- Jamaica
CA	- Canada	NB	- New Brunswick
CB	- Caribbean	NE	- New England
CH	- China	NF	- Newfoundland
CI	- Canary Islands	NL	- Netherlands
CU	- Cuba	NO	- Norway
DK	- Denmark	NS	- Nova Scotia
EI	- East Indies	PO	- Portugal
EN	- England	PR	- Puerto Rico
FE	- Far East	QU	- Quebec
FR	- France	SA	- South America
GB	- Georges Bank	SC	- Scotland
GK	- Greece	SP	- Spain
GL	- Greenland	SW	- Sweden
GR	- Germany	UK	- United Kingdom
HL	- Holland	US	- Unites States
IN	- India	VI	- Virgin Islands
IR	- Ireland	WI	- West Indies

Vessel Type Abbreviations (Field No. 10)

BG - brig (76*)
BGN - brigantine (4)
BK - bark (204)
BKN - barkentine (40)
BRG - barge (124)
BRK - barrack
BT - boat (33)
CAN - canoe
CAT - catboat
CBC - cabin cruiser
CLP - clipper ship (7)
CLS - clipper schooner (2)
CN - canal boat
CRB - corvette
DRG - dredge (11)
ELS - electric screw
FER - ferry (6)
FRG - frigate
FRT - freight (53)
FSH - fishing (135)
GAC - gas cable
GAL - gas launch (38)
GAP - gas side wheel
GAS - gas screw (235)
GAW - gas stern wheel
GAY - gas yacht (12)
HBG - hermaphrodite brig
HBT - house boat
JNK - junk (8)
KCH - ketch
MB - motorboat (10)
MOW - man of war (37)
MV - merchantman
NAO - Spanish vessel (15)
OLP - oil side wheel
OLS - oil screw (217)
OLW - oil stern-wheel
OLY - oil yacht (8)
PKT - packet (8)
PLT - pilot boat (10)
PNC - pinnace
PRI - privateer
SB - sailboat (21)
SCB - schooner barge (5)
SCG - schooner gas (7)
SCH - schooner (1,017)
SCW - scow (42)
SCY - schooner yacht
SHL - shallop
SHP - ship (104)
SLB - sloop barge
SLP - sloop (35)
SLY - sloop yacht
SNO - snow
STC - steam catamaran
STP - steam side wheel (69)
STR - steamer (377)
STS - steam screw (229)
STW - steam stern wheel (58)
STY - steam yacht
SUB - submarine (10)
TG - tugboat (65)
TNK - tanker
WHL - whaler (8)
YWL - yawl (3)

***Numbers in parentheses ( ) indicate number of entries for each vessel type in MMS' Pacific Region database.**

OCS Planning Areas (Field 18) used to describe administrative boundaries for the grouping of blocks for sales and for planning purposes.

WASH - Washington
OREG - Oregon
NCAL - Northern California
CCAL - Central California